Military Sealift Command Office – Korea

(주주주주주주주주주주주주)

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MSC Tanker Mission
(MSC □□□□ □□)

- Provide cost effective and timely worldwide resupply of petroleum products

  (□□□□ □□□ □□□□ □□ □□□ □□ □□)

  – Point to point resupply (□ □□□□ □□ □□)
  – CONSOL support to Navy (CONSOL □□□□□ □□)
  – Arctic and Antarctic resupply (□ . □□ □□ □□)
  – Special Mission (□□ □□ □□)

MSCO KOREA MISSION
(□□□□□□□□□□ □ □□ 1)

- Represent COMSC and COMSCFE in the performance of the MSC mission

  □□□□ □□□□ □□□□ □□□ □□ □□

- Coordination of MSC activities with local military activities. □□□ MSC □ □□ □□ □□□□ □ □

- Directly involved in the support and control of MSC operations in Korea.

  □□□ MSC □□□ □□□□ □□□□ □□ □□

MSCO KOREA MISSION
(□□□□□□□□□□ □□ 2)

- Command, control and coordination for the arrival, loading/ discharge, husbanding & departure of vessels for MSC-controlled ships

  □□□□ □□□□ MSC □□□ □□□ , □□□□ , □□ □□□□ □□ □ □ , □□ , □□

- Planning & support for exercises and theater OPLANs . □□ □□□ OPLANs □□ □□ □ □□

BOARDING OBJECTIVES
(□□ □□□ □□ 1)

- Mobile C2 (□□□ □□ C2)
- Coordination and oversight of all ship and cargo interests with all concerned parties (□□ □□□ □□□ □□ □□□ □□□□ □□)
- Liaison w/ Shipper Service Reps (□□ □□ □ □□□ □□ □□)
- Ensure Cargo Pre-Planning Approval (□□ □□ □□ □□ □□)
- Aware of Terminal Activity/ Schedules (□ □□□ □□□□ □□)
- Ensure Safe and Economical Use of Ship. (□□□ □□□ □□□□ □□)

BOARDING OBJECTIVES (□□□□□ □□□□□□ □□ 2)

- Review load plans and manifest
  (□□ □□□ □□□□ □□)
- Damage (Ship/Cargo), On-Off Hire Surveys.
  (□ □□ □□□ □□ □ □□ □□)
- Safety and Stability of Ship
  (□□ □□□ □□)
- Marine Incident Investigations
  (□□ □□□ □□)
- Inspections (Damaged Cargo / Ship).
  (□□ □ □□ □□ □□)

BOARDING OBJECTIVES (□□□□□ □□□□□□ □□ 3)

- Bunkering. (□□ □□ □□)
- Coordinate Shifting Berths. (□□ / □□ □□ □ □)
- Deliver SAILORDS/ MOVORDS (□□ / □□□□ □ □□)
- Mediate Disputes (□□ □□)

Final approval of stowage plans and POL load plans rests solely with the ship's Master

□□ □□ □□□□ □□□ □□□ □□□□ □□ □□

Tanker Procurement
(□□□ □□ □□)

- KFS- Korean Flagged Ship Agreement (□□□ □□ □□ □□)
- RRF (Ready Reserve Force) (□□□ □□ □□)
- Single Voyage (Spot) Charter (□□ □□ □□)
- Consecutive Voyage Charter (□□□□□□)
- Time Charter (Tanker) (□□□□ □□ □□)
- Contract of Affreightment (□□ □□ □□)

KFS- Korean Flagged Ship Agreement
(□□□ □□ □□ □□)

- A Contracting Agreement between US Forces Korea, Military Sealift Command, ROK Navy and MOMAF. (□□□, □□□□□□□□, □□ □□, □□□□□□□ □□)
  - ❶11 tankers (11 □□ □□□ □□□)
- Framework for accessibility of additional ships (Korean Flagged Ship) to support the logistics requirements. (□□□□ □□ □□□ □□ □□□□ □□□ □□ □□ □□)

RRF (Ready Reserve Force)
(□□□ □□ □□)

- 76 government - owned ships, including 9 tankers

  (9 □□ □□□□ □□□ 76 □□ □□ □□ □□ □□)
- RRF ships get supplied to deployed U.S. forces in peacetime and war

  (RRF □ □□□ □□□ □□□□□ □□ □)

Single Voyage (Spot) Charter
(□□ □□ □□)

- Specific ports (□□ □□ □□)
- Single Shipment (□□□ □□)
- Ship Owner Responsible for Entire Operation
  (□ □□□ □□ □□□ □□□ □□)
- Payment on Lump-Sum Basis
  (□□ □□□ □□□□ □□)

Consecutive Voyage Charter
(□□□□□□)

- Consecutive Voyages
  (□□□□ □□)
- Ship Owner Pays all Charges (Fuel/Port)
  (□□□ □□□ □□□ □□ □□ □□□ □□)
- Payment Amount Lump-Sum or Per Diem
  (□□□ □□ □□□□ □□ □□)
- Owner Responsible for Operation
  (□ □□□ □□□ □□□ □□)

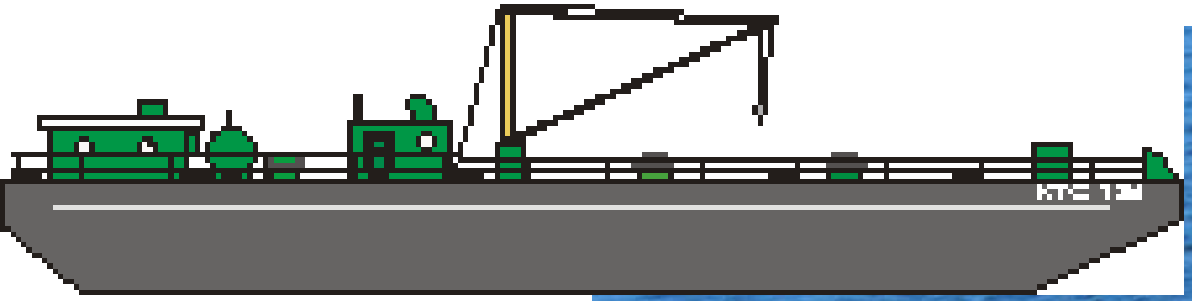
Time Charter (Tanker)
(□□□□ □□ □□)

- Owned, crewed, operated by a Shipping Company
  (□□ □□ , □□□□ , □□□ □□□ □□)
- Chartered to MSC for a Period (1-18 Months)
  (MSC □ □□ □□□ □□□□□ 1-18 □□)
- Various Ports (□□ □□ □□)
- Charterer Pays Owner Agreed Per Diem Rate for Ship and Crew (□□□ □□□ □□ □□□ □□□ □□)
- Charter (Gov't) pays Fuel and Port Charges
  (□□□□ □□□ □□□ □□)

Contract of Affreightment
(□□ □□ □□)

- Specific Amount of Cargo (May not be Entire Shipload) (□□ □□ □□□ □□ □□□ □)
- Specific trade and time period (□□□ □□)
- Quantity loaded dictates cost (□□□□ - □□)
- Contractor Provides ship to meet cargo (□□□□ □□□ □□ □□ □□)

Barges



A cargo carrying vessel, without an engine, towed or pushed by a tug. Small barges for carrying cargo between ship and shore are known as lighters.

Sample Barge Dimensions

OPA 90 DBL HULL	BARRELS	DIMENSIONS
DBL 151	150,000	441.8'X76'X35'
DBL 152	150,000	442'X76'X35'
DBL 134	134,000	400'X80'X30'
CASABLANCA	89,293	380'X84'10"X30'9
LEMON CREEK	89,293	380'X84'10"X30'9"
SPRING CREEK	89,293	380'X84'10"X30'9"
DBL 70	73,024	350'X70'X25.5'
DBL 31	30,000	249.5' X 64' X 16'
DBL32	30,000	249.5' X 64' X 16'
DBL 2202	22,000	284'X50'X11.1'

ALANTA (T-AOT 81)

LOA	**287 Feet**	**SPD**	**10.4 Knot**
Beam	**61 Feet**	**Cargo Capacity**	**DWT 4,933**
Draft	**22 Feet**		

M/T MONTAUK

LOA	**357 Feet**	**SPD**	**12 Knot**
Beam	**52 Feet**	**Cargo Capacity**	**45,000 Bbls**
Draft	**21 Feet**		

USNS HENRY J. KAISER (TAO-187)

LOA	**677 Feet**	**SPD**	**20 Knot**
Beam	**97 Feet**	**Cargo Capacity**	**DWT 42,763**
Draft	**35 Feet**		

BRO CAROLINE

LOA	**590 Feet**	**SPD**	**20 Knot**
Beam	**105 Feet**	**Cargo Capacity**	**320,250 Bbls**
Draft	**34 Feet**	**Discharge Rate**	**8,000 bbls/hr**

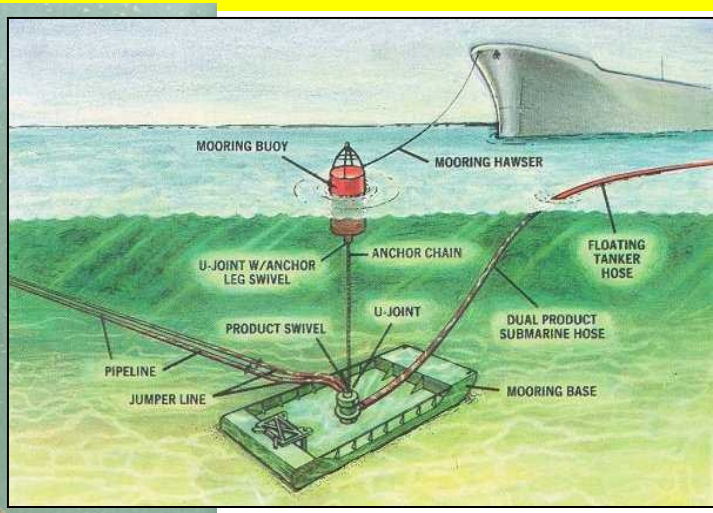
M/T GUS DARNELL

LOA	**615 Feet**	**SPD**	**16 Kt**
Beam	**90 Feet**	**Cargo Capacity**	**235,000 Bbls**
Draft	**36 Feet**		

PROBO EMU (OBO)

LOA	**182 m**	**SPD**	**20 Knot**
Beam	**32 m**	**Cargo Capacity**	**300,000 Bbls**
Draft	**13 m**		

OPDS Tanker (SS Chesapeake)



Single Anchor Leg Mooring System (SALMS)

LOA	**736 Feet**	**SPD**	**14.5 Knot**
Beam	**102 Feet**	**Cargo Capacity**	**DWT 48,993**
Draft	**36 Feet**		

MV 1ST LT JACK LUMMUS

(AMSEA CLASS)

LOA	**671.2 Feet**	**SPD**	**17.7 Knots**
Beam	**105.5 Feet**	**Cargo Capacity**	**1.6 M.gal &**
Draft	**29.5 Feet**		**433**

Amphibious Assault Bulk Fuel System (□□□□□□□ □□ □□ □□)

- Operation is limited to sea state 3.
  (□□□ □□□□ 3 □ □□□□ □□)
- 5,000 or 10,000 feet of buoyant 6-inch hose deployed from each MPS in MPF operations.
  (□□□□□□□ □ □□□ 6 □□ □□□ 1.5-3Km □□□□ □□ □□)
- AABFS is an integral part of the MPS bulk fuel transfer systems (AABFS □ □□□□ □□□ □□□□□□□ □□□ □□)